

Route 17

Updated: September 2005

Harrisburg Jct. via Hurricane to LaVerkin Jct. LaVerkin Jct.- Hurricane, August 5, 1912; Hurricane - Harrisburg Jct., August 9, 1929 by Commission as Federal-Aid project.

1953 Description:

From Harrisburg Jct. on Route 1 easterly, via Hurricane to LaVerkin on Route 15.

1961 Description:

From Interstate Route 15 near Harrisburg Jct. easterly, via Harrisburg Jct. and Hurricane to LaVerkin on State Route 15. ****(*A) Scanned** (Commission Resolution June 5, 1961)

Approved by 1963 Legislature:

1965 Description:

From Harrisburg Junction on Route 1 (Interstate Route 15) easterly via Hurricane to LaVerkin on Route 15.

Approved by 1965 Legislature:

Approved by 1967 Legislature:

1969 Legislature:

From Harrisburg Junction on SR-1 (Interstate 15) easterly to LaVerkin Junction re-designated SR-15 by the **1969 Legislature**.

1969 Description:

From SR-15 in LaVerkin northerly to SR-1 (Interstate 15) at Anderson Junction.

1975 Legislature: Description remains the same.

1979 Legislature (Description)

From Route 9 in LaVerkin northerly to Route 15 at Anderson Junction.

1983 Legislature: Description remains the same.

1985 Legislature: Description remains the same.

1986 Legislature: Description remains the same.

1987 Legislature: Description remains the same.

1988 Legislature: Description remains the same.

1990 Legislature: Description remains the same.

Route 17 Cont.

1992 Legislature: Description remains the same.

*(B) Commission Resolution October 16, 1992

1993 Legislature: Description remains the same.

1994 Legislature: Description remains the same.

1995 Legislature: Description remains the same.

1996 Legislature: Description remains the same.

1997 Legislature: Description remains the same.

1998 Legislature: Description remains the same.

1999 Legislature: Description remains the same.

2000 Legislature: Description remains the same.

2001 Legislature: Description remains the same.

2002 Legislature: Description remains the same.

2003 Legislature: Description remains the same.

2004 Legislature: Description remains the same.

* Refers to resolution index page following.

** Refers to Scanned Computer Resolution index on the following page.

Route 17

COUNTY/VOLUME & RESOLUTION NO.

A. Washington Co. 1/35 B. Washington Co. 9/23

DESCRIPTION OF RESOLUTION CHANGE

- | | |
|--------------------|---|
| (A). Extension - | From I-15 near Harrisburg Jct. to LaVerkin on State Route 15. |
| (B). Abandonment - | Parcel of Land at Anderson Jct. Interchange I-15. |

RESOLUTION

Approved June 5, 1941

BE IT RESOLVED by the State Road Commission of Utah that the following revisions and additions be made to the state road system as interim designations, subject to the approval of the legislature, and application be made to the Bureau of Public Roads that such additions or revisions be included in the Federal-aid Primary System.

(1) Route 7, Provo

R-7
The description of State Route 7 be revised to include ^(P) a connection with Interstate Route 15, increasing the length of State Route 7, 1.2 miles and the description modified to read: From Interstate Route 15 northerly via University Avenue in Provo to Route 6 in Heber.

(2) Route 180, American Fork

R-180
The State Route 180 be added; the description of this ^(P) route being: From Interstate Route 15 northerly via Fifth East Street in American Fork to State Route 1, a total length of 0.9 miles, being added to the State System.

(3) Route 160, south of Beaver

*Ab. Road
into R-7*
The State Route 160 be added; the description of this route ^(P) being: From Interstate Route 15, approximately 1.3 miles south of Beaver, northeasterly to State Route 1, a total length of 0.4 miles being added to the State System.

(4) Route 161, north of Beaver

*Ab. Road
into R-7*
The State Route 161 be added; the description of this ^(P) route being: From State Route 1 northwesterly to Interstate Route 15, approximately 1 mile north of Beaver; a total of 0.8 miles being added to the State Road System.

(5) Route 17, Harrisburg Junction

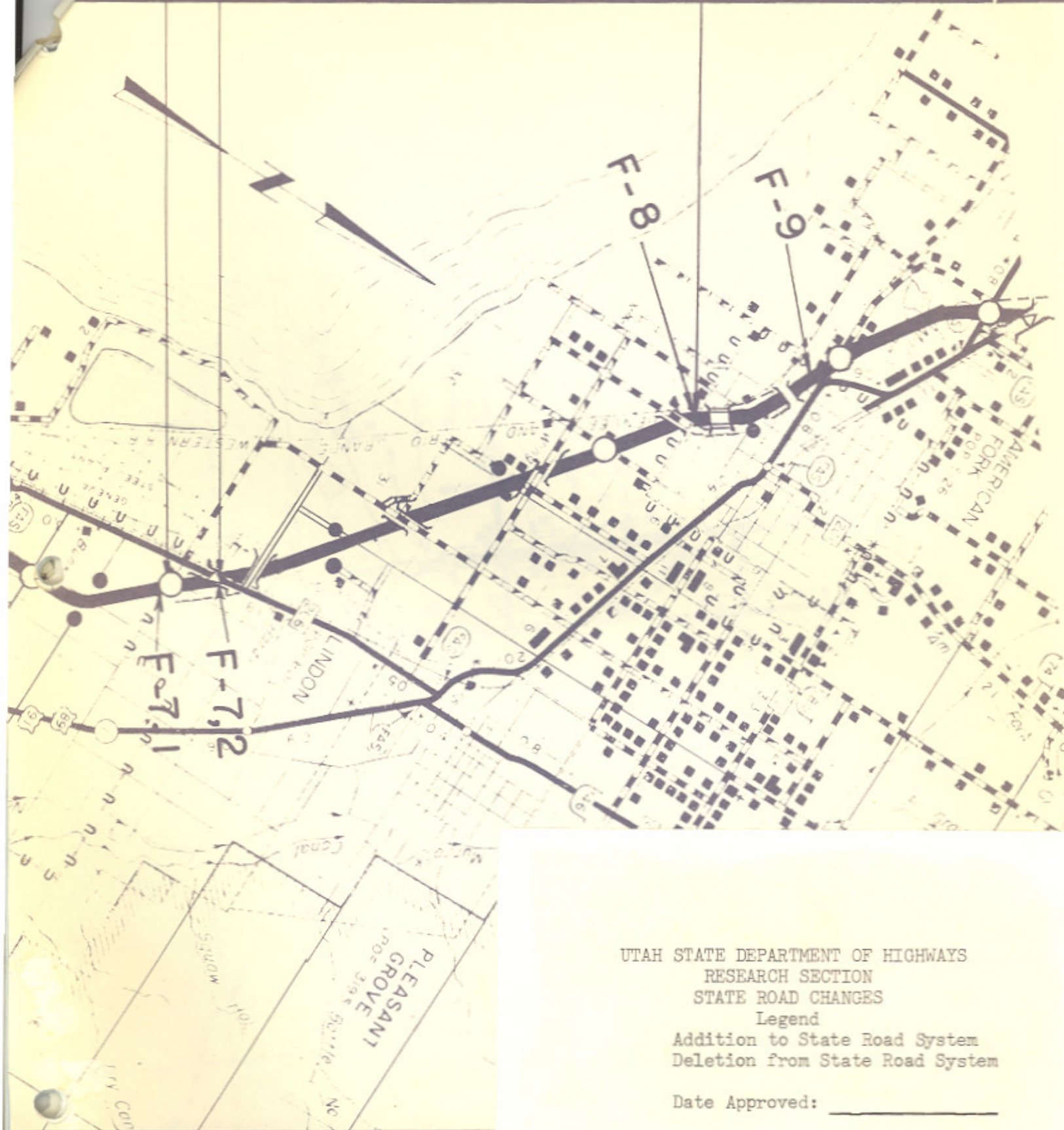
*No Road
make RL-7*

The description of State Route 17 be revised, to include ⁽²⁾
a connection with Interstate Route 15, increasing the length
of State Route 17, 0.5 miles, and the description modified
to read: From Interstate Route 15 near Harrisburg Junction
easterly via Harrisburg Junction and Hurricane to LaVerkin
on State Route 15.



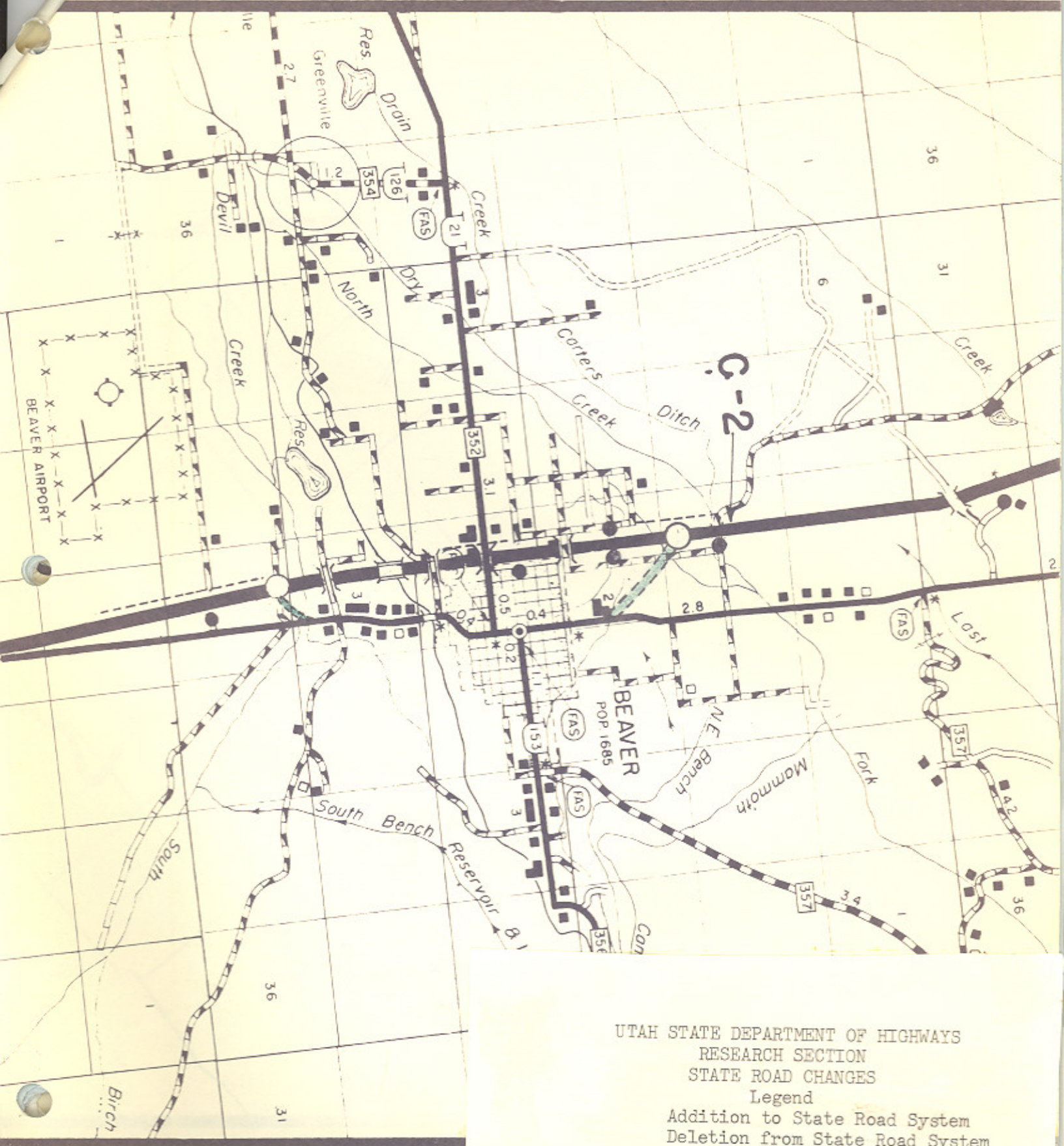
I-15-6(2) 270 E-R

I-15-6(1) 275 E-R



UTAH STATE DEPARTMENT OF HIGHWAYS
RESEARCH SECTION
STATE ROAD CHANGES
Legend
Addition to State Road System
Deletion from State Road System

Date Approved: _____

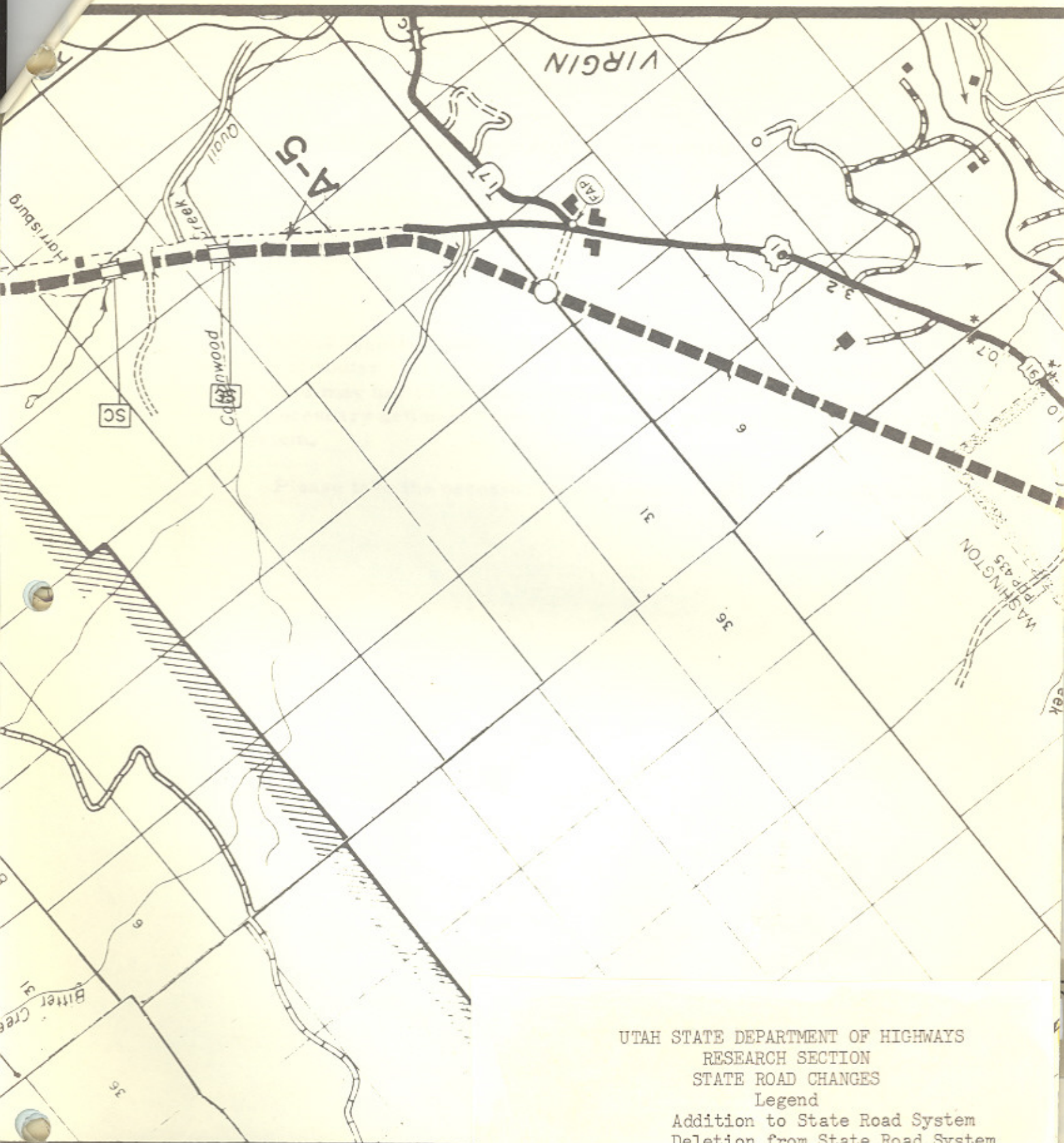


UTAH STATE DEPARTMENT OF HIGHWAYS
RESEARCH SECTION
STATE ROAD CHANGES

Legend

Addition to State Road System
Deletion from State Road System

Date Approved: _____



UTAH STATE DEPARTMENT OF HIGHWAYS
RESEARCH SECTION
STATE ROAD CHANGES
Legend

Addition to State Road System
Deletion from State Road System

Date Approved: _____

Office Memorandum • UTAH STATE DEPARTMENT OF HIGHWAYS

TO : Dale Burningham, Acting Chief Research Engineer DATE: June 5, 1961

FROM : J. Edward Johnston, Deputy Director for Planning

SUBJECT: Additions to the State Road System

At its regular meeting the Road Commission approved the addition of routes 7, 180, 160, 161 and 17, to be revised or added as the case may be, to the State Highway System, and approved taking necessary action to place these routes on the proper federal-aid system.

Please take the necessary action to accomplish this resolution. X

(2) Route 180, American Fork

The State Route 180 be added; the description of this route being: from Interstate Route 15 northerly via Fifth East Street in American Fork to State Route 1, a total length of 0.9 miles, being added to the State System.

(3) Route 160, south of Beaver

The State Route 160 be added; the description of this route being: from Interstate Route 15, approximately 1.3 miles south of Beaver, northerly to State Route 1, a total length of 0.4 miles being added to the State System.

Approved May 8, 1961

Item 18

RESOLUTION

BE IT RESOLVED by the State Road Commission of Utah that the following revisions and additions be made to the state road system as interim designations, subject to the approval of the legislature, and application be made to the Bureau of Public Roads that such additions or revisions be included in the Federal-aid Primary System.

(1) Route 7, Provo

The description of State Route 7 be revised to include a connection with Interstate Route 15, increasing the length of State Route 7, 1.2 miles and the description modified to read: From Interstate Route 15 northerly via University Avenue in Provo to Route 6 in Heber.

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The State Route 180 be added; the description of this route being: from Interstate Route 15 northerly via Fifth East Street in American Fork to State Route 1, a total length of 0.9 miles, being added to the State System.

(3) Route 160, south of Beaver

The State Route 160 be added; the description of this route being: from Interstate Route 15, approximately 1.3 miles south of Beaver, northeasterly to State Route 1, a total length of 0.4 miles being added to the State System.

(4) Route 161, north of Beaver

The State Route 161 be added; the description of this route being: from State Route 1 northwesterly to Interstate Route 15, approximately 1 mile north of Beaver; a total of 0.8 miles being added to the State Road System.

(5) Route 17, Harrisburg Junction

The description of State Route 17 be revised, to include a connection with Interstate Route 15, increasing the length of State Route 17, 0.5 miles, and the description modified to read: from Interstate Route 15 near Harrisburg Junction easterly via Harrisburg Junction and Hurricane to LaVerkin on State Route 15.

Office Memorandum • STATE ROAD COMMISSION OF UTAH

TO : J. Edward Johnston, Deputy Director for Planning DATE: April 20, 1961

FROM : Henry C. Helland, ^{2/62} Chief Planning & Programming Engineer

SUBJECT: Request for addition to the State and the Federal-aid Primary Systems

In order to obtain Federal participation in funds it will be necessary that the routes listed below be added to the Federal-aid Primary System. These routes also should be added to the State System.

The following connecting routes require Commission action for placement on the State system and the Federal-aid Primary System:

- 1. University Avenue in Provo from Interstate Route 15 to FAP 1 (US 91) at 3rd South.
- Hold →* 2. 5th East in American Fork from Interstate Route 15 to FAP 1 (US 91).
3. The north and south Beaver interstate connections.
4. Harrisburg Bench connection from Interstate route 15 to US 91 near Harrisburg Jct.

The 13th South interstate connection in Brigham City has been approved by the Commission ^{4/26/60} for addition to both the State and the Federal aid Primary system. Application should be made to the Bureau of Public Roads for addition to the Primary system.

It has been the policy to have the Research Section prepare the necessary maps and papers for presentation to the Commission and submission to the Bureau of Public Roads.

It is urgent that some action be taken on these interstate connections as they are included in our proposed Federal-aid Primary Program now being reviewed by the Commission.

RLMurdock/jm

Office Memorandum • UTAH STATE DEPARTMENT OF HIGHWAYS

TO : Dale Burningham, Acting Chief Research Engineer DATE: May 3, 1961

FROM : J. Edward Johnston, Deputy Director for Planning

SUBJECT: Additions to the State and Federal-aid Primary Systems

Please note Mr. Henry Helland's memorandum of April 20, requesting that connecting routes be designated on the State and Federal-aid Primary Systems.

Please take necessary steps to prepare a submission of this request to the Commission at its next meeting on May 8, 1961.

SR-7, 180,

RESOLUTION
Abandonment of Portion Old Alignment SR-17
Anderson Jct. Interchange
Washington County

Whereas, Section 27-12-27, 27-12-28, 27-12-29, and 27-12-102 of the Utah Code 1992 provide for the addition or deletion of highways from the State System, along with Deletion of Highway from State Highway System - return to County, City or Town or Abandonment, also Disposition of portion of highways realigned and Abandonment of easement of vacation of highway, and

Whereas, a conflict has arisen regarding property descriptions due to Washington County reestablishing a section corner at a different location than the original corner, and

Whereas, it is recommended by the District Five Director to officially abandon property described herein, since the Utah Department of Transportation never had fee title to the described property, and

Whereas, the problem was duly discussed with the Attorney General's office, concurring with stated recommendation, and

Whereas, the appropriate staff of the Transportation Planning Division has reviewed the problem related to stated property, concurs with the recommendation of the District Five Director, and the Attorney General's Office.

NOW THEREFORE, be it resolved as follows:

1. The Utah Transportation Commission acting in accordance with statutes defined by the Utah State Legislature hereby abandons any interest the Utah Department of Transportation would have in a parcel of land residing in the SE 1/4 NW 1/4 of Section 27, T.40 S. R. 13 W. S.L.B. & M., who's boundary description is detailed within the body of this resolution.
2. The stated abandonment will be actuated upon approval of the Transportation Commission.
3. The accompanying memorandum, description sheet, and map will be made part of this resolution.

Dated on this 16th day of October 1992

UTAH TRANSPORTATION COMMISSION

Samuel G. Taylor
Chairman

Wayne L. Whitman
Vice-Chairman

David V. Weston
Commissioner

James D. Larkin
Commissioner

John D. Lewis
Commissioner

Attest:

[Signature]
Secretary

Memorandum

UTAH DEPARTMENT OF TRANSPORTATION

TO : Dyke LeFevre, P.E.
Engineer for Preconstruction

DATE: Sept. 24, 1992

FROM : J. R. Chamberlain, P.E.
District Director

SUBJECT: Abandoned Portion of SR-17 Near Anderson Junction Interchange

Attached are a description and map of a portion of abandoned SR-17 at the Anderson Junction Interchange with I-15. This portion of SR-17 was abandoned when I-15 was originally constructed, but has never been abandoned or disposed of.

UDOT never had fee title to this property, apparently it was a county road that became a State Highway. From our search of the county records, it appears that Washington County had title to the right-of-way. However, due to what we have been able to determine from record search and evidence from the field, the county reestablished the section corner of Section 27 and located the new corner at a different location than the original corner. This relocation has caused a conflict in property descriptions in this area.

To resolve this conflict, I would recommend that we officially abandon any interest UDOT would have in the parcel. My recommendation is based on UDOT never having title and at best, a prescriptive right to the right-of-way. Also, I have discussed this with the Attorney General's office and their recommendation is an official abandonment by the Transportation Commission rather than issuing a Quit Claim Deed. By abandoning the parcel would remove UDOT from the conflict while if we were to issue a Quit Claim, we would still be involved in the apparent conflict.

If you concur with my recommendations, I would request that you proceed with abandonment of this parcel by the Commission. Should you need additional information on this matter, please either contact me at District Five or Jerry Lunceford at the Region Office in Richfield.

JRC/kd

cc: Howard Richardson
Dan Nelson
Jerry Lunceford



Aug. 18, 1992

DESCRIPTION

A parcel of land in the SE 1/4 NW 1/4 of Section 27, T.40 S., R.13 W., S.L.B. & M. The boundaries of said parcel are described as follows:

Beginning at a point 1319.5 ft. S.01°08'49"W. , along the 1/4 Section Line and 504.2 ft. N.88°45'58"W. , along the 1/16 th. line from the North 1/4 corner of Section 27, T.40 S., R.13 W., S.L.B. & M. Said point being the intersection of an Existing Fence and the North Line of the SE 1/4 of the NW 1/4 of said Section 27; thence along said fence the following four courses: S.56°23'05"W. 277.79 ft., S.35°58'11"W. 81.56 ft., S.14°41'51"W. 185.62 ft. , and S.4°07'04"E. 335.22 ft. ; thence N.19°53'33"W. 352.96 ft. to a point 50.00 ft. perpendicularly distant easterly from the control line of the North Bound On-Ramp of I-15; said point also being in the westerly Right-Of-Way line of Highway Project No. FAP-81A; thence , along said westerly Right-Of-Way line, Northerly 214.14 ft. along the arc of a 537.5 ft. radius curve to the right, to the southeasterly Right-Of-Way line of Highway Project No. FAP-12, (Note: Tangent to said curve at its point of beginning bears N.6°08'00"E.); thence N.58°38'11"E. 383.55 ft. , along said southeasterly Right-Of-Way line to the north line of said SE 1/4 NW 1/4 ; thence S.88°45'58"E. 30.73 ft. to the point of beginning. The above described Parcel of land contains 1.05 acre.

NW 1/4
7

790

90

95

20

40 ACRE

20

1/4-25

FAP-12

1.072005-4004- 330000-0173

1.072005-7000- 330000-0000

1.072005-7001- 330000-7001

125

55

SE 1/4 NW 1/4
SEC 27

40 ACRE LINE

55

1.072005-0001- 330000-7001

10

ANDERSON JUNCTION

TOURVILLE

T 40 S R 13 W

1/4 SECTION LINE

1/4 SECTION LINE

Abandonment of Parcel

